

MEMOS, FOR TO-MORROW.

don all connection with the sale of the drug in Hongkong, that we should wipe our hands of a trade that has done more to undo the civilizing influence we exercise than all Chinese refusalism, that has led to the establishment of a power in the Colony equal if not superior to the Government—a tyrannical power exercised through the lowest of the low, which makes our boasted liberty of the subject hypocritical mockery. Some of Mr. Whitehead's arguments are crude, but the principles he enunciates are unassailable. The time has come for a revolution in the Colony's opium policy. We have long hesitated to express this opinion, because the farming of the prepared opium trade has become so important in the

finance administration of Hongkong that to oppose the system seemed like running one's head against a Chinese wall. But now that a member of the Legislative Council has openly proposed the abandonment of the violently uneconomical policy hitherto pursued and that the Chamber of Commerce more tacitly supports his view, it is no longer possible to keep alive.

The last session convention with China made a radical change in the position of the port of Hongkong. It practically caused the establishment of a Customs House; for as far as opium is concerned the Import and Export Office has all the duties of a Customs House to perform without the

power of laying duties. This infringement of the freedom of the port has often been denounced, but it was a great blessing in disguise. It has prepared the way for the reversal of our opium policy. We have endured all the vexatious restrictions of a unprofitable Custom House, and are now prepared for the establishment of a profitable one. Instead of collecting our revenue by the tortuous and costly method of farming out the right to prepare opium—a method which directly antagonized us with the preparation and sale of the article and which does not yield us more than a half of the money extorted from the people in one way or other—we

may now put a duty on raw opium without being accused of destroying the freedom of the port any more than the last convention with China did. The collection of a raw opium duty in Hongkong, now that China has imposed a duty of Tls. 110, ought not to require a 'locally preventive' service. A slight extension of the present Import and Export Office would suffice. The hearty co-operation of the Imperial Maritime Customs might be relied upon. The establishment of bonded warehouses, a project that has often been discussed, would be a natural consequence of this new policy, for evidently only opium to be consumed in Hongkong would be

taxed. We have on the basis of the present opium farmer's daily consumption of 10 taels. 110—should the same amount as is collected in China be fixed upon would yield a revenue equal to that now derived from the Farm; but even if the return were one or two lakhs less, there would be a saving of five times the amount to the people, and an extra tax, a less objectionable kind, would be cheerfully borne. And then what a moral deliverance it would be! The good name of the colony would be increased fivefold, and any slight loss of revenue might sustain for a year or so would be more than compensated by the increase

sing property of a port, far truer reality than it is at the present moment. His Excellency brushed aside Mr Whitehead's letter as irrelevant, as dealing with matters of principle after the principle of the Bill had been accepted. It is great pity, we say, that Mr Whitehead did not meet with his accident three months ago; for we are afraid it is too late to consider such a momentous proposition on the eve of concluding a new convention and when the snatching opium bills are bus passed. Still the subject ought not to be allowed to drop. Our present policy stands condemned on moral and economic grounds. The freedom of

port has already been infringed with-
out any equivalent return, while the
restrictions for the protection of
the monopolist are increasing to the
point of becoming unbearable. Good
Colonial Treasurers, even good
Liberals, get to consider the optimum
policy immutable the laws of nature, as
they are forced to "lead with the
colony to suffer any indignity, to re-
sist all exorbitant demands for a quar-
ter of our revenue is derived from our sta-
ment. There is nothing immutable ab-
out our opium policy any more than there
is about other evil practices, and the time
will come for radical change. The Chamber-

Commerce ought to take up the subject and discuss it in all its bearings. And don't think that the opposition of Exeter House, Messrs Whitehead & Co. are for one side of the angle. Exeter Hall would rejoice to find that a British Colony severed its direct connection with a dubious trade and had assumed the same attitude as the Home Government towards drink traffic—high taxation without participation. There are many incidental questions that would crop up, such as, advisability of encouraging the export of prepared opium by granting a rebate, if none of them present insuperable difficulties.

The Editor's Wife—John, dear, I want to let you see my new dress. I send you it is a perfect poem. The Editor (scently)—Put it in the waste-basket, love.—Pittsburg Bulletin.

A high-contrast, black and white image showing a dense, textured surface, possibly a wall or a large object, with a dark, solid black area at the bottom. The texture is grainy and speckled, with many small dark spots and lines. The overall appearance is that of a heavily textured surface, possibly a wall or a large object, with a dark, solid black area at the bottom.

Merchant Vessels in Hongkong Harbour.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pender's Wharf.
6. From Pender's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kolkette's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
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Steamers										
Alvina	3	c	Peterson	Ger.	str.	400	Oct.	19 Wieler & Co.	Hoihow, &c.	To-morrow
Canton	3	h	Sellar	Brit.	str.	1110	Oct.	15 Jardine, Matheson & Co.	Shanghai	To-morrow
China	3	c	Seabury	Brit.	str.	6200	Oct.	19 P. M. S. S. Co.	San Francisco	
China	3	c	Vass	Ger.	str.	1140	Oct.	17 Melchers & Co.		K'loon Do
Chow-chow-foo	3	c	Clusen	Ger.	str.	734	Oct.	7 Melchers & Co.	*****	To-morrow
Clara	3	c	Island	Ger.	str.	675	Oct.	17 A. R. Marty	Hoihow, &c.	To-morrow
Collingham	3	c	Watson	Brit.	str.	1540	Sept.	10 Mitsui Bishi	Nagasaki	To-morrow
Concedale	3	c	Humphrey	Brit.	str.	1555	Oct.	14 Mitsui Bishi		
Fritzbj of Nansen	3	c	Leading	Norw.	str.	628	Oct.	18 Geo. L. Storens & Co.	Shanghai	To-morrow
Fushun	3	h	Onod	Chi.	str.	1504	Oct.	30, & O. S. S. Co.	San Francisco	To-morrow
Gaelic	3	c	Pearne	Brit.	str.	1829	Oct.	10 Dodwell, Carill & Co.	New York	K'loon Do
Guy Manning	3	c	Ford	Brit.	str.	1602	Oct.	18 P. & O. S. N. Co.		To-morrow
Gwahier	3	c	Johnson	Brit.	str.	783	Oct.	17 Douglas Steamship Co.	Swatow, &c.	To-morrow
Halleong	3	h	Rauch	Ger.	str.	955	Oct.	17 T'ang Kee & Co.	Saipoo	To-morrow
Holsels	3	k	Bruhn	Brit.	str.	1855	Oct.	16 David Sassoon, Sons & Co.	Calcutta, &c.	To-morrow
Japan	3	k	Olifent	Brit.	str.	1020	Oct.	14 Yung Fat Hong	Bangkok	23rd inst.
Loa Sook	3	c	Bosson	Brit.	str.	825	Oct.	20 Butterfield & Swire	Sandakan	22nd inst.
Memnon	3	c	Dorff	Brit.	str.	825	Oct.	19 David Sassoon, Sons & Co.	Bombay, &c.	
Orion	3	k	Okadau	A. Hun.	str.	2035	Sept.	11 Dodwell, Carill & Co.	Swatow & Bangkok	
Parthia	3	c	Panton	Brit.	str.	1012	Oct.	18 Yuen Fat Hong		Oct 1st
Pine Chom Kiao	3	h	Bowler	Brit.	str.	1011	Oct.	19 Butterfield & Swire		
Pine Chua Chom Kiao	3	h	Morris	Brit.	str.	875	Oct.	10 Melchers & Co.		
Pluto Fish	3	c	Ess	Ger.	str.	161	Oct.	14 C. & W. Dock Co.		
Pollux	3	h	Helmers	Ger.	str.	893	Oct.	9 Melchers & Co.	Nagasaki	To-morrow
Riverdale	3	h	Mooney	Brit.	str.	1584	Oct.	19 Mitsui Bishi	Marcellis, &c.	To-morrow
Saghalien	3	c	Ango	Jch.	str.	2086	Oct.	12 Messageries Maritimes	Chefoo	K'loon Do
Tai Yiek	3	c	Emke	Jch.	str.	903	Oct.	18 Meyer & Co.		
Toonaa	3	c	Warwick	Ger.	str.	934	Oct.	29 C. M. S. N. Co.	Amoy & Manila	To-morrow
Yam-ben	3	k	Galsworthy	Brit.	str.	896	Oct.	17 Jardine, Matheson & Co.	Victoria, B.C.	22nd inst.
	3	k	Edwards	Brit.	str.	1564	Oct.	9 (Hibb, Livingston & Co.		

Selling Vessels									
Annie H. Smith	0	c	Kendall	Amer.	sh.	1452	Sept.	12	Hewett & Co.
Bittern	3	c	Stronach	Brit.	bge.	303	Sept.	29	Jardine, Matheson & Co.
Charles S. Whitney	3	c	Cary	Brit.	sh.	1651	Oct.	11	Reuter, Bröckelman & Co.
Doroht	3	c	Cronal	Brit.	bge.	310	Sept.	16	Chinese S. & Co.

Emma T. Crowell	5 k	Pandleton	Amor. bgo	1086	Sept.	28	Wm. H. & Co.	
Maria	3 k	Alvares	Span. sch	51	July	9	Order	
Mario Berg	3 c	Andrichs	Ger. bgo	536	Aug.	26	Winer & Co.	K'loon.
Mary L. Stone	3 c	Part	Amer. sb	1420	Oct.	3	W. Hawett & Co.	K'loon.
Nam Shun Shing	5 k	Lok Li Tong	Chi. sch	245	Sept.	26	Chinese	
Nancy Pandleton	5 k	Pandleton	Amer. sb	1993	Aug.	24	Russell & Co.	
Thermopsis	8 c	Winchester	Canad. sb	948	Oct.	14	Dodwell, Carhill & Co.	
Wm. Le Lacheur	5 c	Reynell	Brit. bgo	573	Sept.	26	Gibb, Livingston & Co.	

Name.	Rig.	Tons.	Crew.	Arm.	Captain.	Remarks.
Alacrity	despatch vessel	1700	4	3180	Comd. Chas. H. Adair	Hakodate
Anchor	cruiser 3rd class	3500	6	—	Comd. J. Ferris	Hankow
Caroline	cruiser 3rd class	1400	14	1440	Captain Clatterbuck	Shanghai
Egyria	surveying ship	740	—	—	Commander A. M. Field	Singapore
Kak	g-b. 3rd class coast defence	355	9	340		Hankow
Firebrand	cruiser 2nd class	1454	4	460	Identi.-Com. C. T. Baker	Chesoo
Myastih	cruiser 3rd class	1420	8	1190	Captain Robt. W. Craigie	Singapore
Empress*	tinawreer battle ship	8400	10	10000	Captain Edmund S. Poi	Hankow
Leander	cruiser 2nd class	4290	10	5500	Captain Burgess Watson	Hakodate
Linnet	gun-vessel 2nd class	758	5	1050	Commander W. A. Tindall	Hakodate
Mercury	cruiser 2nd class	3730	13	7290	Capt. Chas. J. Balfour	Hakodate
Pescoc	gunboat 1st class	755	6	1200	Lieut.-Commander Ingram	Yahu
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Howett	On a cruise
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. Lewis Knox Ball	Behring Sea
Porpoise	cruiser 3rd class	1770	2	3530	Commander Burt	Singapore
Rattler	gunboat 1st class	715	5	1200	Lieut.-Com. J. G. Haugh	Singapore
Redpoll	gunboat 1st class	803	6	1200	Lieut.-Com. F. Wm. Freeman	Chinkiang
Sardine	cruiser 2nd class	4050	12	6000	Captain Hall	Hakodate
Serpent	gun-torpedo 2nd class	765	5	1010	Commander Robt. D. B. Bruce	Hankow

Tweed	g.-bt. 2nd class coast defence	363	3	340	Commodore E. J. Church, A.D.G.	Hongkong Hongkong
Victor Emanuel	receiving ship	6167	14			
Wivern	coast defence ship, armoured	2750	4	1450		

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral Sir Fred. W. Richards, K.C.B.

~~See~~ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where.
Alcott	Russian gunboat	800	—	—	Captain Farnego	Nagasaki
Alexandrine	German cruiser	3200	—	—	Captain Schumier	Yokohama
Alliance	U. S. gunboat	615	—	—	Captain H. C. Taylor	Yokohama
Aspin	U. S. gunboat	470	4	450	Commander Jorner	Kinkiang
Chadston	U. S. cruiser	3750	8	—	Captain Komey	Yokohama
Dix	Portuguese gunboat	708	—	—	Captain H. M. Gomes	Macao
Disa	German gunboat	489	—	—	Captain Ascher	Port Arthur
Inconstant	French gunboat	800	—	—	Capt. de Jonghuyres	Hankow
Kongo	Japanese cruiser	1900	—	—	Captain Hidaka	Yokohama
Korymbes	Russian gunboat	2240	—	—	Captain Bilisoff	Vladivostok
Leopold	German cruiser	3800	—	—	Captain Rittger	Yokohama
Lutin	French gunboat	485	4	425	Captain Remy	Tsoursen
Madajour	Russian gun-vessel	1109	9	1200	Captain Kase	Hankow
Marlin	U. S. corvette	1800	7	1170	Commander Dyer	Kobe
Menacery	U. S. ship	1379	6	1470	Lieut.-Com. M. J. Johnson	Nagasaki
Pease	U. S. gunboat	420	6	800	Lieut.-Com. Orsig	Rhanghai
Playboy	French gunboat	540	—	420	Lieut.-Commander Lapiod	Ramphong

Reina Cristina	Spanish cruiser	3000	—	Captain Lander	Hongkong
Rio Lima	Portuguese gunboat	540	—	Captain J. S. Santa Barbara	
Slovsk	Russian cruiser	800	1	Commanding Platoon	
Sophia	German cruiser	2100	—	Captain Herbing	Yokohama
Swarata	corvette	—	—	Commander John McGowan	Kobe
Tojo	Portuguese gunboat	530	2	Lieut.-Com. C. E. Caminha	Macao
Triumphante	French cruiser	4500	—	Capt. de Curuzulier	Vladivostok
Viller	French cruiser	—	—	Captain Thomas	Vladivostok
Vipere	French gunboat	420	4	Commander Constalls	Shanghai
Vulturino	Italian gunboat	480	—	Captain Bergh	Vladivostok
Wladimir Monomacka	Russian ironclad	8000	—	Captain Donbassor	Amoy
Wolf	German gunboat	384	6	Captain Bullhoff	

<i>Vessel's Name.</i>	<i>Flag or Sig.</i>	<i>Destination.</i>
Fu Ping	Chi.	str.
Lysemoon	Ger.	str.
Toonan	Chi.	str.
Sungkiang	Brit.	str.
Whampo	Brit.	str.
Yuensang	Brit.	str.

AMOY.
In port on October 10, 1891.

MERCHANT STEAMERS.			
Gluckaburg	German		17th
Nanshan	British		20th
MERCHANT SAILING VESSEL.			
Anglo Indian	Brit.	bq.	
A. J. Marshall	Brit.	bq.	
Augusta	Ger.	bq.	
Elise	Ger.	brig	
Elizabeth	Ger.	bq.	
Sebastian Bach	Brit.	bq.	

FOOCHOW.
In port on October 7, 1891.

(MERCHANT STRANCHES.)

Faechin	Chinese
Guy Mannerin	British
Feckili	British
Telamon	British

(MERCHANT SAILING VESSELS.)

G. H. Wappeus	Brit.	bq.
Nanaimo	Brit.	bq.

SHANGHAI.
In port on October 9, 1891.
MERCHANT STEAMERS.

Anahin Maru	Japanese
Bayern	German
Canton	British
Changsha	British
Chin-tung	Chinese
Felling	British
Hampshire	British
Heyer	German
John Sanderson	British

Kaisow	British
Kiangfoo	Chinese
Kim Ling	Chinese

Palamed	British
Pao Hua	British
Rohilla	British
Saghalien	French
Surat	British
Taiwo	British
Tamsui	British
Wenchew	British
Yehsin	Chinese

Yungping Chinese
MERCHANT SAILING VESSEL.
Charon Watian Siam. bca.

Cygaet	Brit.	bq.
E. Raggio	Italian	bq.
Frankisian	Brit.	ah.
Hokien	Siam.	lug.
KumasaMaru	Jap.	bq.
Loongwha	Brit.	bq.
Luzon	Amer.	ah.
Satsuma	Brit.	bq.
Sea Swallow	Brit	bq.

NAGASAKI.
In Port on September 30, 1891

Cape City	Amer.	bqs.
Grandee	Amer.	sb.
Kozaki Maru	Japan.	bg.

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YOKOHAMA.

In port on September 29, 1891

Esmeralda	Brit.	sch.
G. W. Wolf	Brit.	sb.
K...	Brit.	sch.

Produce	Unit	Price
Simla	Brit.	sh.
Slieve Roe	Brit.	sh.

HIOGO.
In port on September 29, 1891.

Godiva	Brit.	sh.
Marquis of Lorne	Brit.	bqe.
Paramita	Amer.	sh.
Santa Clara	Amer.	sh.
W. J. Rotch	Amer.	sh.

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MANILA.

In Port on October 9, 1891.
 MERCHANT STEAMERS AND SAILING VESSELS
 Asphodel Brit. str. New York
 Emerald Brit. ship Boston

Emeralda	Brit.	str.	H.K.
Francoesca T.	Aust.	bqs.	
Hudson	Amer.	bqs.	Marcel
Imir	Brit.	sh.	Boston
Metapedia	Brit.	str.	Liverp
Moldava	Brit.	str.	Liverp
Salvadora	Span.	str.	Singap
S. Ignacio Loyola	Span.	str.	Spain
St. Katherine	Amer.	bqs.	dischar

Tanjore	Brit.	bge.	uncor.
Volga	Fch.	str.	Saigon
Zafiro	Brit.	str.	H.K.

MERCHANT SAILING VESSELS
Angola Brit. bgs. Sandy
John D. Brewer Amer. bgs. Honor
Lucia Brit. sh. Sandy

BANGKOK.
In port on September 27, 18
MERCHANT SAILING VESSELS
Loch Ranza Brit. bgs.

Nicoya	Brit.	bqa.
Ta Hongkong	Siam.	bqa.
W. Lucy	Ital.	bqa.

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